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riding at the latter place the same evening, and on the return leaving Lawrenceburg at 6:30 a. m. on Tuesdays, Thursdays and Saturdays, arriving at Brookville the same day. The fare was \$1.25 and \$1.50, the State receiving 37½ cents out of each fare.

With all its defects, the canal greatly aided in developing and making the Whitewater valley what it is to-day, one of the prettiest and most desirable places on earth for a home.

JAMES M. MILLER.

Brookville, Ind.

THE CENTRAL CANAL.

[From an interview with Gen. T. A. Morris, engineer, in 1898.]

THE Central canal, of which the piece from Indianapolis to Broad Ripple was the only completed portion, was a part of the system adopted by the Indiana Board of Internal Improvements in 1836. The Central canal was to run from Wabash, by way of Anderson and Indianapolis, to Evansville. Work on the canal was begun in 1837 and prosecuted up to 1838.

“During that time the part between Broad Ripple and Indianapolis was completed. A good deal of heavy work was also done on the canal between Indianapolis and Wabashtown, much of it about Anderson. The canal was almost completed from Indianapolis to the bluffs of White river, and a small amount of work was done between the bluffs and Evansville, when the Board of Internal Improvements failed, overwhelmed with debt. The board required the unfinished work to be measured, and the contractors were allowed what was due them for the work already done. As there was no money to make such payment, the Legislature had authorized the issue of scrip, and this was paid to the contractors.

“Some time after that the Legislature authorized the sale of the Central canal to outside parties. Alexander Morrison and myself were appointed commissioners to value the property, which was to be sold at our valuation. It was sold to parties in New York. Those persons disposed of it to a company formed here. The present Indianapolis Water Company is a successor of that company, and now owns the canal, having bought it more than twenty years ago.

"I located the line of this canal, laid it off and superintended the construction. I surveyed the line from Wabashtown to Martinsville. It went through a rather rough country. I camped out for six months, but came into town for Christmas. Many a morning we had to shake the snow off ourselves when we got up.

"There were forests and thickets and a great deal of swampy ground. There was a big swamp a mile or so south of Broad Ripple which contained water nearly all the year, and was a great feeding place for wild ducks. There was another big swamp southeast of this, near Hiram Bacon's place on the Noblesville road, west to the river. Remains of the former swamp still exist. I have had some good sport shooting snipes and ducks there.

"North of Indianapolis, along Fall creek, was a swampy place with a greater or less depth of water. It was at one time noted for its big pickerel. I have also shot snipes there. The place is now built up, and is called Lincoln Park."

The General said that in Madison and Grant counties the surveyor's work was especially hard because of the swampy nature of much of the ground, and that the surveyor had to be an expert in jumping, as he made his way by springing from hummock to hummock. There was one place in Madison county where the engineers desired to unite two streams. They anticipated some difficulty in doing this, but when they came to the spot agreed on for the dam, they found that the beavers had long before built a dam at that very spot and accomplished the purpose the engineers had in view, so they simply laid their lines across the dam made by the beavers.

FIRST OLD SETTLERS' MEETING.

In a previous issue [Vol. II, No. 1] we noticed what we then thought the first old settlers' meeting ever held in Indiana. This was in Wayne county, in 1854. In the *Madison Daily Banner* of January 29, 1852, we find an account of the organization of the first settlers of the city of Madison, to be composed of those who were residing in the county since 1820.